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SEC - 4369

Copy of 2

16 January 1963

MEMORANDUM FOR : The Record

SUBJECT : Summary - OGCART Engine Program
Review Meeting - 2 January 1963

1. The purpose of subject meeting, held in the Office of the Undersecretary of the Air Force, was to establish a continuing level of engine development commensurate with the OGCART mission requirements.

2. Attendees at subject meeting included Dr. Chazyk (part time), Mr. Hoyer and Col. Geary of USAF; Masaru Parangosky, Kiefer, [redacted] of Headquarters; [redacted] of Pratt and Whitney.

3. In summary the following points were established:

a. Presently engine development is progressing at a rate of 3500 engine test hours per year.

b. Current primary development effort has been directed at establishing flight engine configuration durability at the A-12 mission environment, with an almost equal secondary effort directed at evaluating and developing durability and performance of a configuration designed to improve engine cruise thrust and fuel consumption.

c. With the flight engine configuration durability substantiation hopefully alone at hand, the primary development effort will be directed at substantiating the performance improvements scheduled for flight during the late spring, evaluating additional performance improvements, and maintaining durability and performance in the face of anticipated but to date largely unsurfaced flight test problems.

DOCUMENT NO. 104
NO CHANGE IN CLASS.
CLASS. CHANGED TO: TS S C
NEXT REVIEW DATE: 7012
AUTH: HR 70-2

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d. In view of the critical necessity for improved performance and for continued support of the flight test program which has not yet progressed to the high Mach regimes where the majority of unsurfaced problems are anticipated, it was decided to continue the engine development effort at the present rate of 3300 engine test hours per year.

4. The Undersecretary emphasized the following ground rules:

a. Continued primary development effort should be directed at improving engine performance and durability for the A-12 mission.

b. The continued level of development must be sufficient to maintain engine durability and performance in the face of those unsurfaced flight test problems which surely will occur.

c. It is imperative that flight testing progress as soon as possible into the high Mach regime in order to surface, identify, and attack problems as they arise.

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